

Date: Thursday, 10/04/2008 4:00:33 PM
 User: Julie Lecocq

Process Sheet

Customer	: CU-DAR001 Dart Helicopters Services	Drawing Name	: FWD X-TUBE
Job Number	: 38535		
Estimate Number	: 10006		
P.O. Number	:	Part Number	: D2889
This Issue	: 10/04/2008	S.O. No.	:
Prsht Rev.	: NC	Drawing Number	: D2889 REV B
First Issue	: / /	Project Number	: N/A
Previous Run	: 38534	Drawing Revision	: B
	Type	Material	:
	: LANDING GEAR	Due Date	: 30/04/2008
Written By	:	Qty:	1
Checked & Approved By	: <u>JLD 08.4.10</u>	Um:	Each
Comment	: Est Rev:A New Issue 05-10-25 JLM		

Additional Product

Job Number:



Seq. #:	Machine Or Operation:	Description :
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1.0 D6005180



Comment: Qty.: 1.00000 Each(s)/Unit Total: 1.00000 Each(s)
 Crosstube material

Pick:

Qty	Part number	Description	Batch
1	D2889	Fwd Crosstube	B38345

DP 8-8-12

2.0 BENDING

BENDING MACHINE - SKIDTUBES



Comment: LANDING GEAR RESOURCE 1
 1-Bend D2889 as per Dwg D2889 and Folio FT001

DP 8-8-12

3.0 SKIDTUBES 1

SKIDTUBESS RESOURCE 1

**Comment:** LANDING GEAR RESOURCE 1

1-Deburr and Polish

N/A

4.0 QC15

DIMENSIONAL CHECK OF X-TUBES

**Comment:** DIMENSIONAL CHECK OF X-TUBES

10-08-12

5.0 HAND FINISHING1

HAND FINISHING RESOURCE #1



Comment: HAND FINISHING RESOURCE #1
 Acid etch and alodine as per QSI 005 4.1
 Inside and outside of tube

N/A

W/O:		WORK ORDER CHANGES					
DATE	STEP	PROCEDURE CHANGE	By	Date	Qty	Approval Chief Eng / Prod Mgr	Approval QC Inspector

Part No: _____ PAR #: _____ Fault Category: _____ NCR: Yes No DQA: _____ Date: _____

QA: N/C Closed: _____ Date: _____

NCR:		WORK ORDER NON-CONFORMANCE (NCR)						
DATE	STEP	Description of NC Section A	Corrective Action Section B			Verification Section C	Approval Chief Eng	Approval QC Inspector
			Initial Chief Eng	Action Description Chief Eng	Sign & Date			

NOTE: Date & initial all entries

Date: Thursday, 10/04/2008 4:00:33 PM
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Customer: CU-DAR001 Dart Helicopters Services

Drawing Name: FWD X-TUBE

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Seq. #:	Machine Or Operation:	Description :
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6.0

QC3

INSPECT POWDER COAT/CHEMICAL CONVERSION



N/A



Comment: INSPECT POWDER COAT/CHEMICAL CONVERSION

7.0

PACKAGING 1

PACKAGING RESOURCE #1



Comment: PACKAGING RESOURCE #1

Identify and Stock

Location:

W/D 37904 (-101)

08-08.12 (1)

8.0

QC21

FINAL INSPECTION/W/O RELEASE



Comment: FINAL INSPECTION/W/O RELEASE

08/08/14 (1)

Job Completion



MF 08-08-13

W/O:		WORK ORDER CHANGES					
DATE	STEP	PROCEDURE CHANGE	By	Date	Qty	Approval Chief Eng / Prod Mgr	Approval QC Inspector

Part No: _____ PAR #: _____ Fault Category: _____ NCR: Yes No DQA: _____ Date: _____

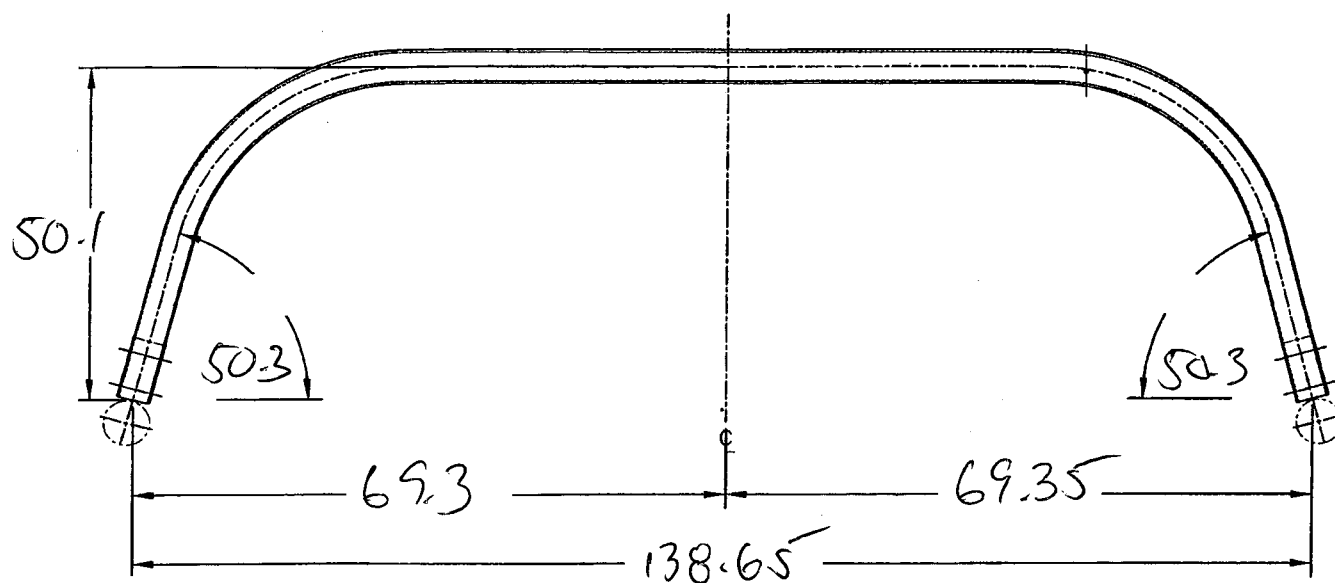
QA: N/C Closed: _____ Date: _____

NCR:		WORK ORDER NON-CONFORMANCE (NCR)						
DATE	STEP	Description of NC Section A	Corrective Action Section B			Verification Section C	Approval Chief Eng	Approval QC Inspector
			Initial Chief Eng	Action Description Chief Eng	Sign & Date			

NOTE: Date & initial all entries

DART AEROSPACE LTD		Work Order:	38535
Description: Crosstube Fwd		Part Number:	D2889
Inspection Dwg: D2889		Rev: B	Page 1 of 1

Required Dimension	Min	Max
Height	49.875	50.125
1/2 Span	69.275	69.525
Angle	49	52
Total Span	138.55	139.05



Comments

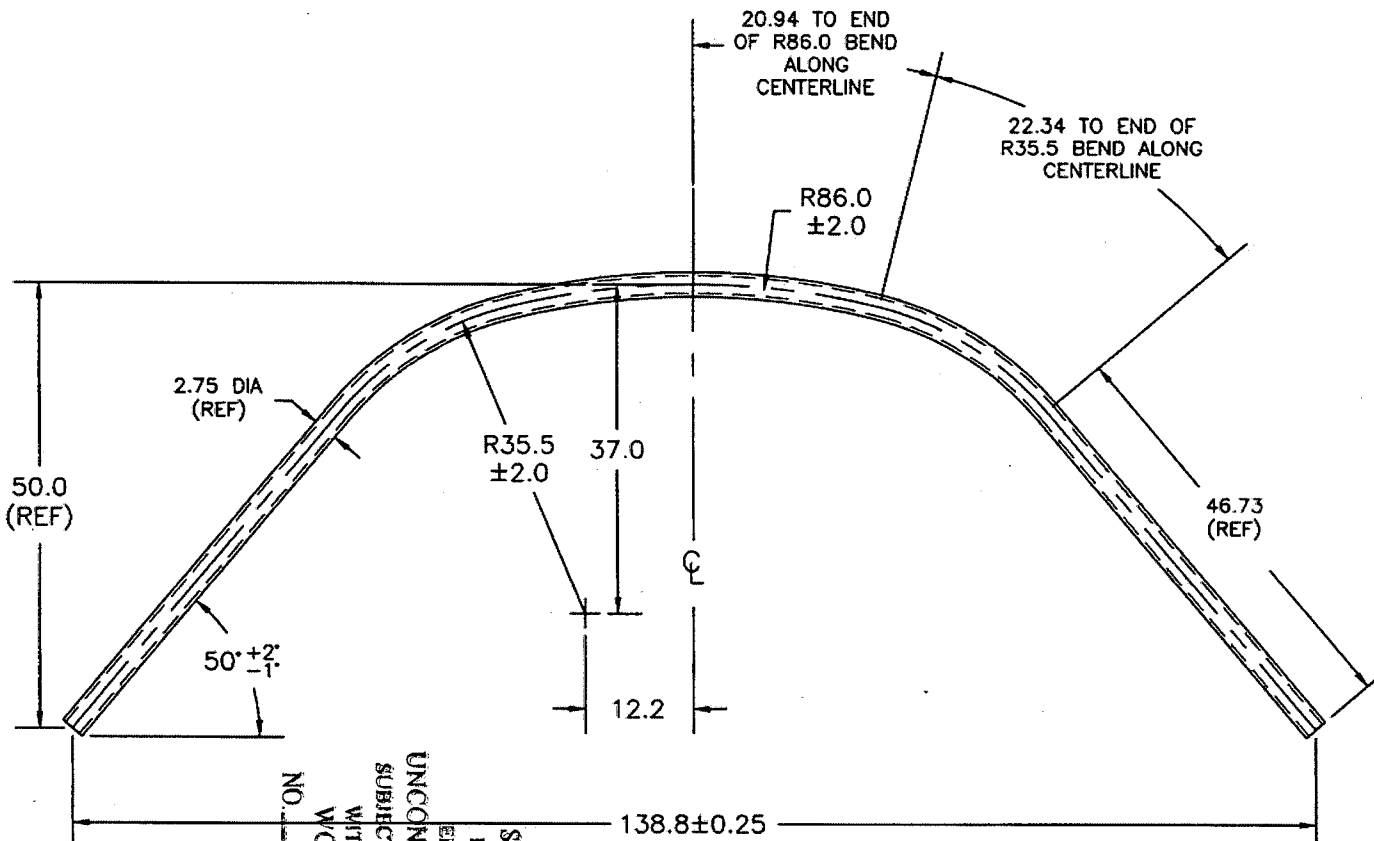
QC15 Inspection	
Date	08-08-12

Rev	Date	Change	Revised by	Approved
A	07.02.06	New Issue	KJ/JM	



RELEASED
02.10.28

DESIGN	DRAWN BY	DART AEROSPACE LTD
#	CP	HAWKESBURY, ONTARIO, CANADA
CHECKED	APPROVED	DRAWING NO.
#	#	D2889
DATE	TITLE	REV. B
02.10.18	FWD CROSS TUBE	SHEET 1 OF 1
A	99.05.21	SCALE
B	02.10.18	1:20
ADD TANGENT LENGTHS, CHANGE NOTES		



SHOP COPY
RETURN TO
ENGINEERING
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SUBJECT TO AMENDMENT
WITHOUT NOTICE
WORK ORDER
NO. 38535

NOTES

- 1) MATERIAL: MANUFACTURE FROM D6005-180 (Ø2.75 OD x 0.375 WALL)
- 2) FINISH: CHEMICAL CONVERSION COAT PER DART QSI 005 4.1
- 3) PART IS SYMMETRIC ABOUT CENTERLINE
- 4) TOLERANCES ARE PER DART QSI 018 UNLESS OTHERWISE NOTED
- 5) BEND PROGRESSIVELY WITH MINIMUM OF 3 PASSES
- 6) EXTREME CARE MUST BE TAKEN TO PROTECT THE OUTSIDE SURFACE OF THE TUBE. THE OUTSIDE SURFACE MUST BE SMOOTH AND FREE FROM SURFACE DEFECTS SUCH AS SCRATCHES, NICKS, OR DENTS. DEFECTS UP TO 0.005" MAY BE BLENDED OUT LONGITUDINALLY. CIRCUMFERENTIAL GRIND MARKS ARE UNACCEPTABLE.